RAILWAY INTELLIGENCE.

York and Scarbro' Railway.—The plans and other documents being now completed and deposited, we are enabled to describe generally the course of the line, and to mention a few particulars. The line commences by a junction with the York and North Midland Railway, near York city walls, and passing a little to the right of the workshops of the North of England Railway Company, crosses the river Ouse, and then approaches the village of Clifton, near Mr. Robert Bellerby's stack-yard, where a station will be probably made for the convenience of market passengers. From Clifton the line passes across Bootham Stray and Strensall Common, leaving the villages of Huxby and Strensall a little to the left, and crossing the Foss nearly midway between them. The line, which is nearly straight as far as Strensall, now bends towards the east, and after crossing the York and Scarborough road, between Barton-hill Inn and Spittal Inn, passes below the village of Crambe, and winds along the left bank of the Derwent, as far as Hutton Ambo, where the line crosses the river and runs along the right-hand side of the valley to Malton. In the parish of Crambe another line is laid down on the plan, for a short distance, called the tunnel line. This line would have the effect of shortening the route, but this advantage would be much more than overbalanced by a long tunnel through Whitwell-hill. At Malton the line closely skirts the river, crossing the Scarborough-road, near the end of Norton Bridge. At Norton it leaves the river to the left, and passes a little to the left of Rillington, near which a branch to join the Whitby and Pickering Railway at Pickering is intended to commence. Passing a little to the left of Scampston, the line again crosses the Scarborough-road, and passes along the flat ground within a short distance of the villages of Heslerton, Sherbourn, Ganton, and Staxton. At Staxton the line turns to the east, and leaving the village of Seamer on the left, runs along the bottom of the valley, and terminates in a field, a few hundred yards from the end of Newborough-street and the principal hotels of Scarborough. The length of the main line is about forty-one and a half miles—the Pickering branch being about six and a half miles. The estimated cost of the whole is 260,000*l.*—*Hull Packet.*

Railway Reform.—Influential parties in the city are forming a society to carry out the plans of the author of the "pamphlet on Railway Reform. As all matters relating to railways must possess some interest for your town and neighbourhood, I am glad to be able to give you information of the plans which "The Railway Reform Association" have in view. They are as follows:—

"First.—To induce the Government to purchase for the State all the railway property in the kingdom at its fair market value, the shareholders to be paid in 3 per cent. consols.

"Second.—The consolidation of all the railways under one general management.

"Third.—The adoption of the following uniform scale of fares:—

"Mail trains, travelling at the rate of 35 miles per hour—2d. per mile.

"Passenger trains, first division (travelling at the rate of 25 miles per hour), first class, for every 2 miles, one penny; second class, for every 3 miles, one penny. Second division (travelling at the rate of 15 miles per hour), first class, for every 6 miles, one penny; second class, for every 8 miles, one penny.

"The charges for merchandize, cattle, carriages, horses, &c., to be reduced to a rate not exceeding one-sixth of the present average rates."

The association are taking active steps to bring their plan before Parliament in the course of the ensuing session, and they thus enumerate the advantages which they allege would be derived from the adoption of the system of railway reform they recommend. "Its adoption," they say, "would give a great stimulus to trade and commerce—reduce the price of the necessaries of life—save the public five millions in direct taxation—enable the Government to carry out completely Mr. Rowland Hill's plan of Post-office reform—and, above all, confer an inestimable benefit on the poor, who are, under the present system, deprived of the advantages of railway travelling by the prohibitory charges."—*London Correspondent of the Hants Independent*

Improvement in the Value of Railway Property.—The comparative want of profitable employment for capital in trade and manufactures, and the small rate of interest offered by the government securities at the present high prices, combined with other causes, have for some time had the effect of directing the public to railway property as the most eligible and favourite investment for their money; and the consequence has been a general improvement in the value of this description of property. The London and Birmingham Railway shares were in January, 1843, 202 per share, and in the last week in December, they were done at 241—shewing an increase in value of 39*l.* per share; the Liverpool and Manchester were in January, 1843, 190, in the last week in December 228—shewing an increased value of 38*l.* per share; in February, 1843, the Grand Junction shares were 192, and in the last week of December 237—increased value 35*l.*; the London and South-Western were in January, 1843, 62, and last week of December 75½—increased value 13*l.* 10*s.*; the Manchester and Bolton were in February 30, and in December 86½—increased value 56*l.* 10*s.*; the Manchester and Leeds were in February 66, and on the 30th of December 100½—increased value 34*l.* 10*s.*; the Midland Counties in February 60, in December 86—increased value 26*l.*; the North Union in October were at 7*l.*, and in December 95½—increased value 35*l.* 10*s.* The York and North Midland have increased in value to the amount of 39*l.* 10*s.* per share since February, having been then 93, and since (in November) 132½. The Great Western increased 14*l.* 5*s.* per share in value between the middle of October and the end of December, the prices of the two periods being 85½ and 99½. Another cause of this improved aspect is of course the increased expenditure in keeping them in repair. For instance, in the year ending last July the result of the traffic on the London and Birmingham line was an increase of 16,367*l.* as compared with the previous year; on the Great Western the increase gave a result of 19,557*l.*; the Manchester and Leeds 12,565*l.*; the London and South-Western 7,768*l.*; the Grand Junction 6,899*l.*; the North Midland 6,483*l.*; the Glasgow and Greenock 2,283*l.*; the Manchester, Bolton, and Bury 4,008*l.*; and the Liverpool and Manchester, 1,113*l.*

Atmospheric Traction on Railways.—The principle of atmospheric traction, successfully brought into operation on the Dalkeith branch of the Dublin and Kingstown Railway, is likely to be brought into extensive use upon short lines. Among others in which it is said it might be profitably employed are the Blackwall and Greenwich Railways; and one of the projected lines to Gravesend and Rochester, under the superintendence of Mr. Brunel, is started on the understanding that the line will be worked by atmospheric traction.

Croydon and Epsom Railway.—It appears from a series of resolutions advertised in the daily papers, that a strong opposition has been raised by the Croydon landholders, including the most wealthy proprietors, against the proposed Croydon branch to Epsom; and from the determined course which these parties have taken, a most formidable array in Parliament may be expected when the competing lines bring forward their respective cases. The route by the Southampton line is stated to have the preference, and little or no opposition is anticipated in that quarter.

Hastings, Rye, and Tenterden Railway.—The Mayor of Tenterden, in compliance with a very numerously signed requisition, convened a public meeting at the Town-hall for yesterday, at 12 o'clock, and invited the provisional committee to attend.

Railway Well-drains.—Wells are now being sunk in various parts of the embankment at Mountnessing, on the Eastern Counties Railway, to carry off the springs, and provide against any disposition in the materials to slip.

The number of presents this Christmas passing to their various destinations has been very large. So considerable were they in amount and bulk one day last week, that a special train was run on the London and Birmingham Railway for their conveyance into the country. On the day in question, upwards of 6,000 barrels of oysters were transmitted by the train.

Upwards of 400 horses, purchased by dealers at the Christmas shows, were forwarded by railway from York last week to London and other southern destinations.

The extension line of the Manchester and Leeds Railway, from Collyhurst to the new Victoria Station at Hunt's Bank, was opened last week.

An atmospheric railway between Margate and Ramsgate is in contemplation.

Glass windows have been introduced in the second class carriages of the Glasgow and Greenock railway.

The railroad from Naples to Caresta was opened on the 11th ult.

The following are the receipts of railways for the past week—that is to say, up to the date to which the respective returns are made:—

	£. s. d.
Birmingham and Derby	1,170 17 9
Birmingham and Gloucester	1,650 18 10
Eastern Counties	3,359 4 8
Edinburgh and Glasgow	2,068 17 2
Great Western	10,205 15 4
Grand Junction	6,218 13 6
Glasgow, Paisley, and Ayr	1,548 4 4
Great North of England	1,141 14 6
London and Birmingham	12,322 12 3
London and South-Western	4,847 18 0
London and Blackwall	636 10 0
London and Greenwich	665 16 4
London and Brighton	2,062 9 5
London and Croydon	208 0 10
Liverpool and Manchester	4,206 4 3
Manchester, Leeds, & Hull, associated	5,095 6 8
Midland Counties	2,178 7 9
Manchester and Birmingham	2,528 9 9
North Midland	3,407 14 5
Newcastle and Carlisle	1,127 17 3
Paris and Rouen	2,892 0 0
Paris and Orleans	3,782 10 7
South-Eastern and Dover	2,248 13 4
Sheffield and Manchester	669 15 1
York and North Midland	1,269 10 2

SCOTCH SETTLERS IN ENGLAND AND ENGLISH IN SCOTLAND.—The English residing in Scotland are in more striking quantity in proportion to the Scottish population, than are the Scotch residing in England. For our small population of 2,620,184 to contain 37,796 persons of English birth, is very remarkable. It could not have been believed upon any but statistical evidence, that 15 per thousand of the inhabitants of Scotland are English, while only six per thousand of the population of England are from Scotland—a difference as five in two. There is actually a sixteenth of the whole population of Scotland of English or Irish birth. This shews that Scotland, while sending off adventurers to every other part of the world, receives also a number of adventurers from the two other kingdoms. Of the English in Scotland, nearly one-fourth are in Edinburghshire, and somewhat less than another fourth are in Lanarkshire. We trust that none of these results can be the subject of invidious or jealous feeling in any quarter. The Irish are acknowledged to be a useful, though occasionally unruly, set of people amongst us. The Scotch in England are, we believe, generally appreciated for their steady conduct in affairs which require thought and powers of management. We only speak a general sentiment when we remark, that the English settlers in our northern regions are generally held in esteem. They are for the most part tradesmen engaged in lines of business hitherto little known in Scotland; a considerable class are teachers; there is also a large number of working men of superior skill. Any one who casts his eye along one of the principal streets of the New Town of Edinburgh will remark the surprising number of shops occupied by persons with English names. As far as we are aware, these intrusions amongst us are regarded with any thing but a hostile feeling.—*Chambers's Journal.*

The large work on the Etruscan Museum Gregorianum, published at the expense of the Pope, has appeared in two volumes folio, containing upwards of two hundred plates.

GOVERNMENT FEMALE SCHOOL OF DESIGN.—It is stated that the wood-engraving branch of this school has been abandoned. On the re-opening of the school after the Christmas holidays, the teacher was dismissed, and the pupils told they were to discontinue their studies.

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